

LEON COUNTY 2003 CONCURRENCY ANNUAL REPORT



(Woodville Highway at Oak Ridge Road)

Leon County Office of Growth and Environmental
Management

ROADWAY FACILITIES

Level of Service Standards

The adopted Level of Service (LOS) for individual roadways is a qualitative measure describing operational conditions within a traffic stream. The adopted LOS of a roadway, at the time of Comprehensive Plan adoption, was dependent on the location and classification of that roadway. The maximum service flow for each roadway at its adopted LOS is dependent on the prevailing roadway and traffic conditions for each County roadway segment. The County, unlike the City of Tallahassee, is unique in that three types of roadway classifications exist: Urban, Transitional, and Rural. Each type of roadway has unique characteristics that dictate maximum service flow at the adopted LOS. In addition to roadway conditions, traffic conditions such as vehicle types, lane distribution and directional distribution are influential factors in determining maximum service flow at the adopted LOS of a roadway. According to the Highway Capacity Manual (ed. 2000), the following Level of Service Standards are defined:

Level of Service A –The highest quality of traffic service, when motorists are able to travel at their desired speed.

Level of Service B –Similar to LOS A, although the presence of other vehicles becomes noticeable.

Level of Service C –The influence of increased traffic density becomes marked. The ability to maneuver within the traffic stream is affected by the presence of other vehicles.

Level of Service D –The traffic flow is unstable and the ability to maneuver is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume.

Level of Service E –The road is operating at or near the design capacity of the road. Disruptions in the traffic flow are not readily dissipated and regression to LOS F occurs frequently.

Level of Service F –The road is heavily congested with traffic demand exceeding the design capacity of the road.

The adoption of a maximum service volume is based on the lowest allowed level of service for the operation and maintenance of roadway facilities in a region.

Level of Service Designations for County Roadways

The Tallahassee/Leon County Comprehensive Plan (Transportation Element Policy 1.4.1) establishes the following peak hour levels of service for Tallahassee and Leon County:

<u>Outside the Urban Service Area</u>	<u>Level of Service</u>
Interstate, Limited Access Parkways:	B
Principal Arterials:	C
Minor Arterials:	C
Major and Minor Collectors:	C
Local Streets	D

<u>Inside the Urban Service Area North of U. S. 90</u>	<u>Level of Service</u>
Interstate, Limited Access Parkways:	C
Principal Arterials:	D**
Minor Arterials:	D/E*
Major and Minor Collectors:	D
Local Streets	D

* For Minor Arterials, and Major and Minor Collectors located inside the Urban Services Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

** The Level of Service for Monroe Street from Gaines Street to Tennessee Street shall be "E."

Present Conditions

On the basis of the roadway and traffic criteria described above, and in accordance with the standards for level of service as set forth in Policy 1.1.3 of the Capital Improvement Element of the Tallahassee-Leon County Comprehensive Plan (as of January 1, 2003), 179 segments had an adopted LOS C, and 200 had an adopted LOS D. Of these 379 segments monitored in the Concurrency Management System, thirty-two (32) are operating at or below the adopted LOS in the peak direction. Twenty (20) of the 32 segments are operating below the adopted LOS or overcapacity based on existing traffic flow, i.e. machine traffic counts. The remaining 25 segments are operating at or below the adopted LOS due to the reservation of capacity associated with new projects or projects that are vested/exempted from the Comprehensive Plan. Available capacity is defined as the capacity of a road segment taking into consideration the existing traffic counts, the vested trips assigned to the segment, and the approved projects that would be using the segment. The current conditions of every road monitored in the Concurrency Management System are presented in Attachment #1.

SOLID WASTE

The Concurrency Management System requires Solid Waste monitoring pursuant to Policy 1.4.2 of the Solid Waste Sub-Element of the Utilities Element of the Tallahassee - Leon County Comprehensive Plan. The level of service for solid waste is measured in pounds per capita per day and increased annually at a rate of .10 pounds per capita per day every year until 1997. In 1997, the annual rate decreased to .05 pounds per capita per day. For the year 2003, the solid waste LOS measure was 6.80 pounds per capita per day.

With the development of the Gum Road Transfer Station, the Leon County Concurrency Management System no longer analyzes the remaining capacity in the Leon County Landfill for new developments approved in the County. Instead, the focus is on how much solid waste is expected to be produced for each new development. As of December 31, 2003, the amount of solid waste generated over the past

year was 504,796,594 lbs (Attachment #2). This value includes the existing population of Tallahassee/Leon County, remaining unbuilt vested projects in the region, and the residential developments approved by both City of Tallahassee and Leon County growth management departments.

PARKS AND RECREATION

BOAT RAMPS

The County is responsible for the operation and maintenance of boat landings and water-related parks. The adopted level of service for boat ramps is 0.18 acres of boat ramps per 1,000 population. Like other public facilities, boat ramp capacity is reserved for the residential demands concerning existing, vested/exempted projects, and new projects. Boat ramp capacity has been reserved for all County and City residential demands. At the time of the Concurrency Management Ordinance adoption, there were 76.75 acres of available boat ramp capacity. However, as of January 2004, the available capacity had been reduced to 25.62 acres, a reduction of 66.62 acres of boat ramp capacity (Attachment #3). Although the available capacity has been reduced substantially, the remaining capacity is more than adequate to maintain the adopted LOS for the next five years.

AREAWIDE and COUNTYWIDE PARKS

The City is responsible for monitoring the adopted levels of service for area wide and countywide parks, excluding boat ramps. Area wide parks are located within the City limits and the demand is based on the Urban Services Area population. As of January 2004, the total acreage for recreational facilities is 265 acres.

Facility Types

Community Parks:

Neighborhood Parks:

Campgrounds:

Picnic Areas:

Parks

Woodville, Fort Braden, Chaires, Canopy Oaks, and Miccosukee

Tower Road, Stoneler Road, Kate Ireland, and Ben Stoutamire

Coe's, William's, and Hall's

J. Lee Vause and Lake Munson

Sufficient capacity exists to meet the demands of the population for the next five years and beyond.

STORMWATER

The County has adopted a performance based level of service for stormwater, which is identified in Policy 1.5.2 of the Stormwater/Drainage Sub-Element of the Utilities Element of the Tallahassee-Leon County Comprehensive Plan. In order for the applicants' concurrency determination to meet the stormwater LOS, they must meet the permitting requirements of the Environmental Management Act.

POTABLE WATER

In general, on-site wells furnish County residents outside the Urban Services Area with potable water. With the City/County Water and Sewer agreement, certain County residents located within the Urban Service Area (USA) and within a County approved franchise area may, however, be required to connect to the City of Tallahassee or Talquin Electric Cooperative water systems.

According to City of Tallahassee Utilities estimates, sufficient potable water exists for development for the foreseeable future. Talquin Electric Cooperative has indicated that capacity for new development is contingent upon the proximity of the development to existing water service. If it is deemed that capacity does not exist, Talquin will work with the developer to ensure the availability of water service.

SANITARY SEWER

The majority of County residents use on-site systems, i.e., septic tanks and package treatment plants, as the primary method of sewage treatment in the unincorporated area outside the Urban Services Area. Septic tanks are permitted by the Leon County Public Health Unit of the Florida Department of Health pursuant to the Florida Administrative Code. Furthermore, on-site systems must be in compliance with the provisions of the Comprehensive Plan. The Florida Department of Environmental Protection permits package treatment plants. With the Water and Sewer Agreement, certain County residents located within the USA may be required to use sanitary sewer, provided that service is available and there is adequate capacity available. Both the City of Tallahassee and Talquin Electric Cooperative provide sanitary sewer service to certain areas of the County established through County approval of franchise agreements.

According to City of Tallahassee Utilities estimates, sufficient sewer service exists for development for the foreseeable future. Talquin Electric Cooperative has indicated that capacity for new development is contingent upon the proximity of the development to existing sewer service. If it is deemed that capacity does not exist, Talquin will work with the developer to ensure the availability of sewer service.

MASS TRANSIT

Mass transit service is provided to certain County residents located within the Urban Service Area. According to City estimates, the mass transit service meets the adopted LOS for mass transit. It is expected this standard will be maintained over the next five years.

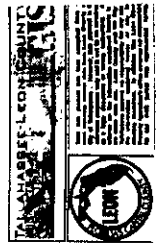
SUMMARY

Over the past year, the number of roads overcapacity due to existing traffic counts has increased from eleven to twenty road segments in the Concurrency Management System. These roadway segments are portions of the major arterials and collectors that handle the majority of the traffic in the region and where potentially the strongest demand for development exists. As these segments and other segments become further constrained, the ability for development along these corridors is hampered without sufficient mitigation on behalf of the applicant. Therefore, it may be beneficial for the Board to convene

a working group to discuss a means to address the traffic concerns along these corridors without substantially hurting development. While road expansion projects are the easiest means to address growing traffic congestion, these should be considered only short term fixes. In the meantime, the Leon County Concurrency Management System will continue to monitor and document the impacts of new developments and growth to County infrastructure.

Over this next year, the Concurrency Management Section of the Office of Growth and Environmental Management will be reviewing the Leon County Concurrency Policies and Procedures Manual to determine if the manual needs to be updated to better reflect the level of analysis that performed on a project and clarify what is required by the applicant for a concurrency determination. Prior to making changes to the manual, the proper procedures will be followed and the changes will be brought before the Board for approval.

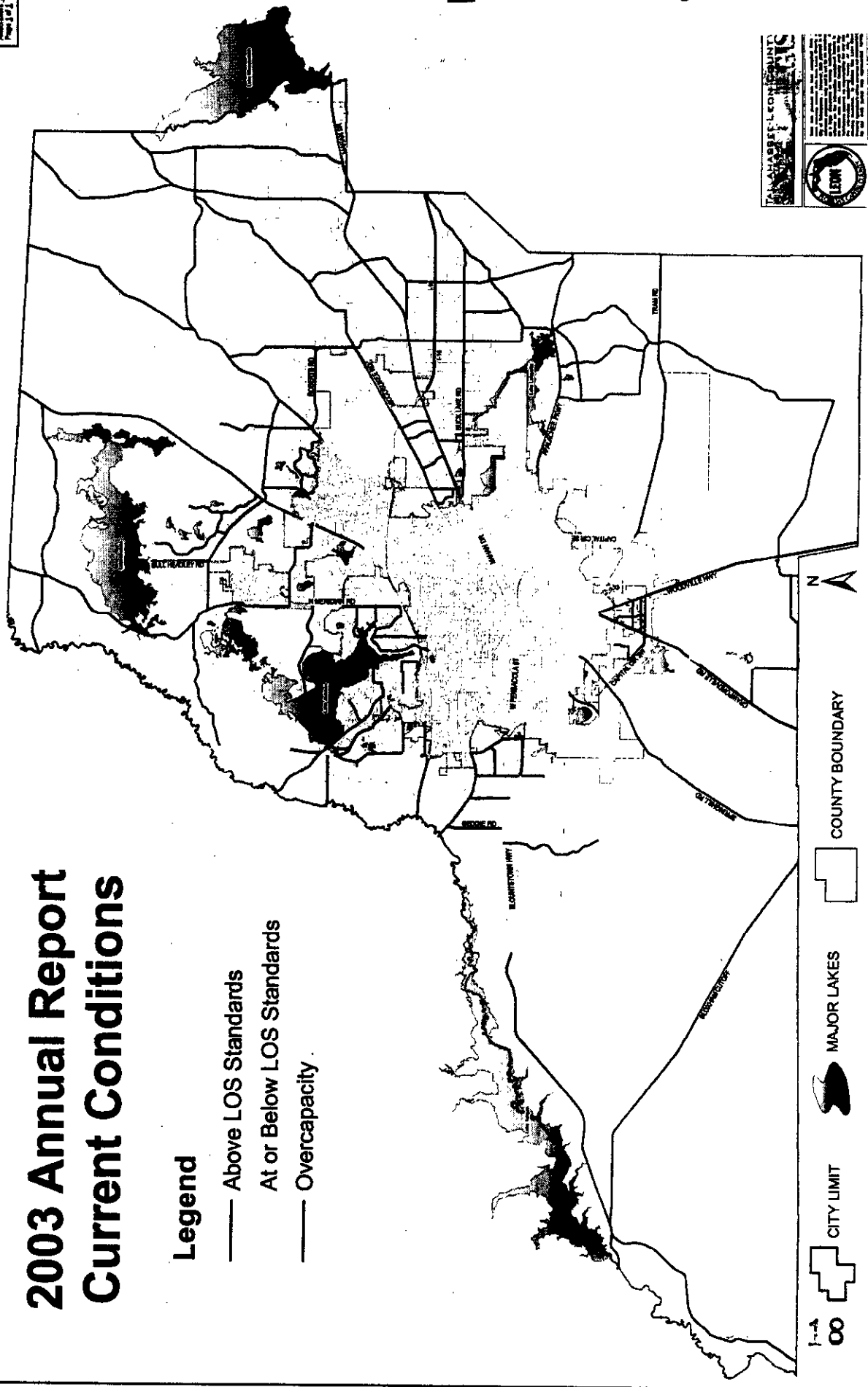
The issue of vested rights will be reexamined this year as the City of Tallahassee begins to implement the removal demand reserved for vested projects from their Concurrency Management System. This removal of vested trips from the City of Tallahassee Concurrency Management System will affect the level of reserved demand in the County's Concurrency Management System. It is projected this affect the available capacity on the major arterials and collectors in close proximity to the City Limits, i.e. Capital Circle. Furthermore, we are undertaking a similar endeavor to sunset vested rights for residential properties in Leon County over the next year. The combination of both efforts to limit the impact of vested rights to the Concurrency Management System will increase the available capacity along the segments identified as operating at or below current LOS Standards with other impacts projected for the remaining segments in the system.



2003 Annual Report Current Conditions

Legend

- Above LOS Standards
- At or Below LOS Standards
- Overcapacity



- CITY LIMIT
- MAJOR LAKES
- COUNTY BOUNDARY

Attachment #2
Leon County Solid Waste Analysis

LEON COUNTY SOLID WASTE ANALYSIS FOR CONCURRENCY - CLASS I LANDFILL	
EXISTING COUNTY POPULATION (2002)	255,500
ADOPTED '03 LOS FOR SOLID WASTE LBS./P	6.80
VESTED/EXEMPT LOTS (COUNTY)	4,571
VESTED/EXEMPT POPULATION (COUNTY)	10,696
VESTED/EXEMPT LOTS (CITY)	5,136
VESTED/EXEMPT POPULATION (CITY)	12,018
TOTAL VESTED/EXEMPT POPULATION (COUNTY)	22,714
TOTAL VESTED/EXEMPT DEMAND (LBS.)-(1)	40,619,308
EXISTING LANDFILL DEMAND (LBS.)-(2)	456,901,452
2003 APPROVED RESIDENTIAL PROJECTS (COUNTY)	2,153
2003 APPROVED RESIDENTIAL PROJECTS (CITY)	1,484
2003 CITY RESIDENTIAL DEMAND	2,653,784
PROJECT DEMAND (LBS.)-(2)	4,612,050

Yearly Solid Waste Demand:

EXISTING POPULATION LANDFILL DEMAND	456,901,452
TOTAL VESTED/EXEMPT DEMAND (LBS.)-(3)	40,619,308
2003 APPROVED CITY DEMAND	2,653,784
PROJECT CONCURRENT DEMAND (LBS.)	4,612,050
TOTAL DEMAND (LBS.) Today	504,786,594

- (1) Information from a August 14, 1995, Technical Memorandum from Post, Buckley, Schuh & Jernigan. Available capacity based on: wedge area between Phases II-A & II-B and Phases II-C & II-D of land. Available capacity takes into account daily, intermediate and final cover of 25%.
- (2) Assumes 28% of total waste generated does not contribute to Class I landfill. 15% to the Class III landfill, while remaining 15% is recycled. Calculates demand for present year.
- (3) Vested, exempt and concurrent projects are not actually contributing waste to the landfill at this time. Therefore, adjustments to actual capacity and demand must be made.

LEON COUNTY BOAT RAMP ANALYSIS FOR CONCURRENCY	
COUNTY BOAT RAMPS (ACRES) 1990	76.75
EXISTING COUNTY POPULATION 2003	255,500
ADOPTED LOS FOR BOAT RAMPS (AC/1000 POP)	0.18
OBSERVED DEMAND (ACRES) 2002	45.99
TOTAL VESTED/EXEMPT LOTS (COUNTY)	4,571
TOTAL VESTED/EXEMPT POPULATION (COUNTY)	10,696
TOTAL VESTED/EXEMPT LOTS (CITY)	5,136
TOTAL VESTED/EXEMPT POPULATION (CITY)	12,018
VESTED PROJECT DEMAND (ACRES)	4.09
AVAILABLE CAPACITY (ACRES)	26.67
2003 APPROVED RESIDENTIAL DWELLING UNITS (CITY)	2153
2003 APPROVED RESIDENTIAL PROJECTS POP.	1484
2003 CITY RESIDENTIAL DEMAND	0.27
PROJECT DEMAND (ACRES)	0.78
CURRENT AVAILABLE CAPACITY (ACRES) AS OF TODAY	25.62

TOTAL BOAT RAMP DEMAND (Acres)	
Existing Population Demand	45.99
Total Vested/Exempt Demand	4.09
Project Demand	0.78
2003 City Residential Demand	0.27
TOTAL DEMAND AS OF TODAY	51.13

REDUCTION IN BOAT RAMP CAPACITY (October 1990 - Today)	
Capacity as of October 1990 (Acres)	76.75
Capacity as of Today (Acres)	25.62
PERCENTAGE REDUCTION	66.62%